

April 28, 2004

**91<sup>st</sup> & Yankee Hill Road  
Cheney Access to 91<sup>st</sup> Street**

<b>Applicant</b>	<b>Location</b>	<b>Proposal</b>
Planning Director	Cheney in the vicinity of 91 <sup>st</sup> and Yankee Hill Road	Amend the adopted “Southeast Lincoln/Highway 2 Subarea Plan” in regards to providing access to Cheney from 91 <sup>st</sup> Street south of Highway 2 and closing of Yankee Hill Road, west of 91 <sup>st</sup> Street.
<b>Recommendation:</b> Approval		

Status/Description

This amendment is the result of discussion with the Public Works and Utilities Department, County Engineer and representatives of Cheney to amend the adopted “Southeast Lincoln/Highway 2 Subarea Plan” as follows:

- 1) Provide both a temporary and permanent access to Cheney, with a full median opening, from the “new” 91<sup>st</sup> Street south of Highway 2,
- 2) Close Yankee Hill Road west of 91<sup>st</sup> Street, at the railroad crossing, once the “new” 91<sup>st</sup> and Yankee Hill Road is constructed from 84<sup>th</sup> Street to Highway 2, and
- 3) Note that the eastern most access to Cheney to Highway 2 at approximately 98<sup>th</sup> Street will be studied.

In March and April 2001 the City Council and County Board respectively adopted the “Southeast Lincoln/Highway 2 Subarea Plan.” At the time of the approval, details in regards to access into unincorporated Cheney from 91<sup>st</sup> Street and Yankee Hill Road had yet to be resolved. The subarea plan noted there were issues to be resolved in regards to these street connections and noted that prior to the approval of commercial zoning south of Highway 2, between 84<sup>th</sup> and 91<sup>st</sup> Street that these access issues should be resolved.

The commercial property south of Highway 2 was commercially zoned and annexed by the City Council in March 2004. Part of the approval was an understanding that the access to Cheney from the “new” 91<sup>st</sup> Street would be retained. (See map at end for location of “new” 91<sup>st</sup> Street.)

Currently, on page 38 and 39, the “Southeast Lincoln/Highway 2 Subarea Plan” states the following in regards to roads adjacent to Cheney:

- ! *“Residents of **Cheney** would access the relocated Yankee Hill Road northwest of the village between the railroad track and Highway 2. Cheney’s east access to Highway 2 would remain unchanged. The details of this access point should be resolved prior to the commercial zoning south of Highway 2. Full turning movements into Cheney at this intersection shall be permitted.*
- ! *The area of the intersection of S. 98th Street with Yankee Hill Road and Highway 2, north of Highway 2 needs further study. This is a difficult intersection where three roads intersect at odd angles very close to the Highway 2. There has been discussion on if this intersection should remain, be closed or rebuilt in the future as this area urbanizes.*
- ! *The specific details of full access and turning movements into Cheney from 91<sup>st</sup> Street has yet to be resolved. This access should be resolved prior to the approval of the commercial -zoning south of Highway 2.*
- ! *The County Engineer is in favor of closing Yankee Hill Road once the new road alignment is built in order to eliminate one railroad crossing conflict point. However, some Cheney residents are opposed to closing Yankee Hill Road once the new road opens. Residents in Cheney should be included in the discussion and review of the new Yankee Hill Road and S. 91<sup>st</sup> since this road is a primary access point for the residents.*
- ! *Residents of Cheney should also be included in the future review of the potential closing of the current location of Yankee Hill Road at the railroad track crossing. There are issues regarding safety and access for the residents of Cheney.”*

#### Comprehensive Plan Implications

The Comprehensive Plan stresses the importance of arterial streets in the overall transportation network. The Plan also states that public safety is important, such as minimizing conflicts between railroad crossings and street crossings. In addition, the Plan encourages providing multiple access points and connections to an area. Specifically the Plan notes some of these principles and objectives in regards to transportation on page F 87:

*“A Connected City. In Lincoln and Lancaster County, the unifying qualities of transportation will be emphasized. The transportation network will sustain the One Community concept by linking neighborhoods together. Neighborhoods, activity and employment centers, rural communities, and open lands will be connected by a continuous network of public ways.*

*Planning as a Process. Transportation planning is a dynamic process, responding to such factors as community growth, development directions, and social and lifestyle changes. Therefore, the comprehensive plan also should establish an ongoing process that responds to these changes.*

*Maximizing the safe and efficient movement of railroad traffic, while minimizing street conflicts and reducing the creation of barriers created by rail corridors.”*

This amendment balances the needs for multiple access points and turning movements in and out of Cheney with the needs of the arterial street system and public safety concerns caused by the proximity to a railroad crossing. The railroad is owned by Omaha Public Power District and is currently lightly used. However, it is still an active rail line and rail traffic could increase in the future.

Comprehensive Plan Amendment #04005 includes a new study area for the vicinity of 98<sup>th</sup> and Highway 2. This study is necessary due to the conflicting turning movements caused by the intersection of three important streets: 98<sup>th</sup> Street, Highway 2 and Yankee Hill Road.

The Parks and Recreation Department has stated they may need for the “old” Yankee Hill Road paving to be retained, east of the new 91<sup>st</sup>/Yankee Hill Road alignment in order to provide additional access to the future Jensen Park, south of Yankee Hill Road.

### Conclusion

This proposal will maintain access into Cheney while addressing safety concerns with the railroad crossing and providing for the construction of the new alignment of 91<sup>st</sup> and Yankee Hill Road. The new alignment connects Yankee Hill Road to 91<sup>st</sup> and Highway 2. This provides for better traffic flow for the majority of the traffic movements which is east-west along Yankee Hill Road toward the major commercial center at 84<sup>th</sup> -91<sup>st</sup> along both sides of Highway 2.

The new alignment will still provide for a full median opening to provide access into Cheney. The 91<sup>st</sup> Street will be built in phases. Thus, the current alignment of 91<sup>st</sup> Street into Cheney will be temporarily moved in 2004 as the first phase of the “new” arterial 91<sup>st</sup> Street is built. Once the new alignment is completed all the way to Yankee Hill Road, the permanent entry point into Cheney would be built – still allowing a median opening, while providing some spacing from the railroad crossing.

The “old” Yankee Hill Road west of 91<sup>st</sup> Street would be closed on either side of the existing railroad crossing. Since the new alignment of 91<sup>st</sup> Street provides a new railroad crossing, it is important to close the old railroad crossing to minimize the number of railroad-street crossing conflict points. However, the old road pavement west of the railroad crossing could be maintained to provide access to the future development of Jensen Park, which is adjacent to the south of Yankee Hill Road east of 84<sup>th</sup> Street.

Amend the Comprehensive Plan as follows:

1. Amend the “Southeast Lincoln/Highway 2 Subarea Plan”, on page 38 and 39 as follows:  
  
! “Relocate Yankee Hill Road and S. 91<sup>st</sup> Street as shown on Figure 6 so that there is a continuous road from 84<sup>th</sup> and Yankee Hill Road heading northeast toward 91<sup>st</sup> and Highway 2 then north to Pine Lake Road. Instead of having both streets intersect Highway 2 at two skewed locations, this new realignment will provide better visibility and one safer right angle intersection at Highway 2. The County Engineer has already purchased the right-of-way south of Highway 2 for the

Yankee Hill Road relocation. ...

- ! Residents of **Cheney** would access the “new” relocated 91<sup>st</sup> Street/Yankee Hill Road northwest of the village between the railroad tracks and Highway 2. (See Figure 6) Full turning movements into Cheney at this intersection shall be permitted. The details of this access point should be resolved prior to the commercial zoning south of Highway 2. The Cheney access to the new 91<sup>st</sup> Street/Yankee Hill Road will be temporarily relocated during the initial construction in 2004. Then a new permanent entrance will be built at a slightly different location to the south, connecting into the new 91<sup>st</sup> Street/Yankee Hill Road northeast of the railroad tracks. This relocation will allow the continuation of the full median opening for the new access road into Cheney.

Once the new 91<sup>st</sup> Street/Yankee Hill Road is constructed from Highway 2 to Yankee Hill Road, the segment of “old” Yankee Hill Road will be closed on both sides of the railroad crossing. The portion of “old” Yankee Hill Road immediately north of the future Jensen Park and west of the railroad tracks will remain for use for park access.” Cheney’s east access to Highway 2 ~~would remain unchanged~~ will be reviewed as part of a future study of the 98<sup>th</sup> and Highway 2 area. ....

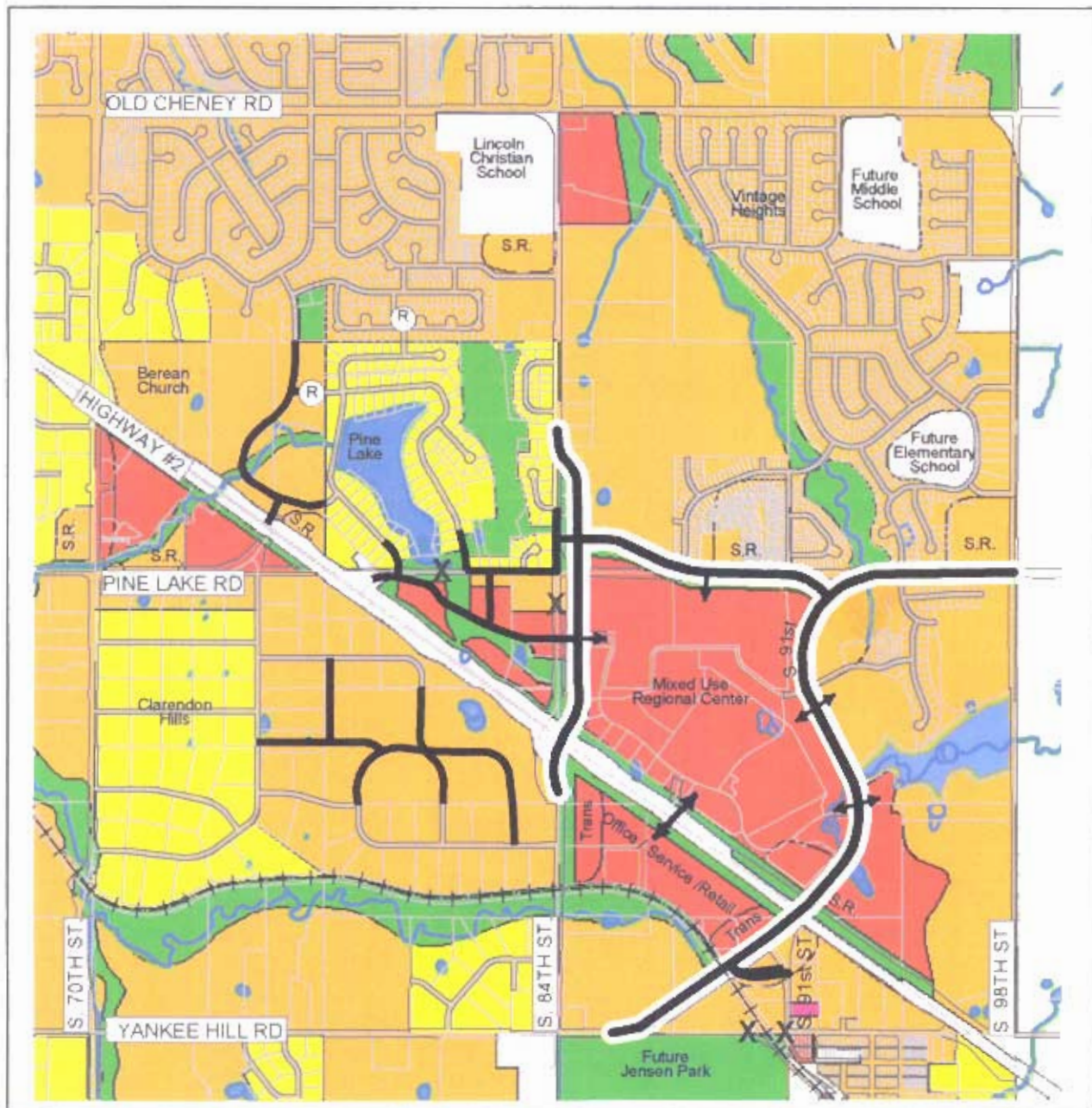
- ! The area of the intersection of S. 98th Street with Yankee Hill Road and Highway 2, north of Highway 2 needs further study. This is a difficult intersection where three roads intersect at odd angles very close to the Highway 2. There has been discussion on if this intersection should remain, be closed or rebuilt in the future as this area urbanizes.
- ! ~~The specific details of full access and turning movements into Cheney from 91<sup>st</sup> Street has yet to be resolved. This access should be resolved prior to the approval of the commercial zoning south of Highway 2.~~
- ! ~~The County Engineer is in favor of closing Yankee Hill Road once the new road alignment is built in order to eliminate one railroad crossing conflict point. However, some Cheney residents are opposed to closing Yankee Hill Road once the new road opens. Residents in Cheney should be included in the discussion and review of the new Yankee Hill Road and S. 91<sup>st</sup> since this road is a primary access point for the residents.~~
- ! ~~Residents of Cheney should also be included in the future review of the potential closing of the current location of Yankee Hill Road at the railroad track crossing. There are issues regarding safety and access for the residents of Cheney.”~~

- 2 Amend Figure 6 of the “Southeast Lincoln/Highway 2 Subarea Plan”, on page 37 to include the new figure as shown on the following page:

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# Southeast Lincoln / Hwy #2 Subarea Figure 6



## Potential Future Street Network Along Highway 2 Corridor

(R) Residential street connections per approved plans and conditions

-  Residential Streets
-  Arterial Streets
-  Street Closings

General location shown - details of specific future locations are to be determined



0 1,050 2,100 4,200 Feet





DRAFT

MARCH 2004

NEBRASKA HWY. 2

FUTURE AREA OF  
DEVELOPMENT

EXISTING ROAD

CURRENT PLANNED  
ACCESS LOCATION

POTENTIAL FUTURE  
ACCESS POINT

FUTURE SOUTH  
91ST STREET

RAIL ROAD

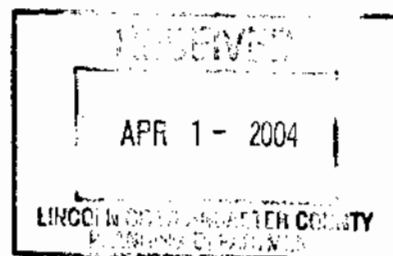
CHENEY

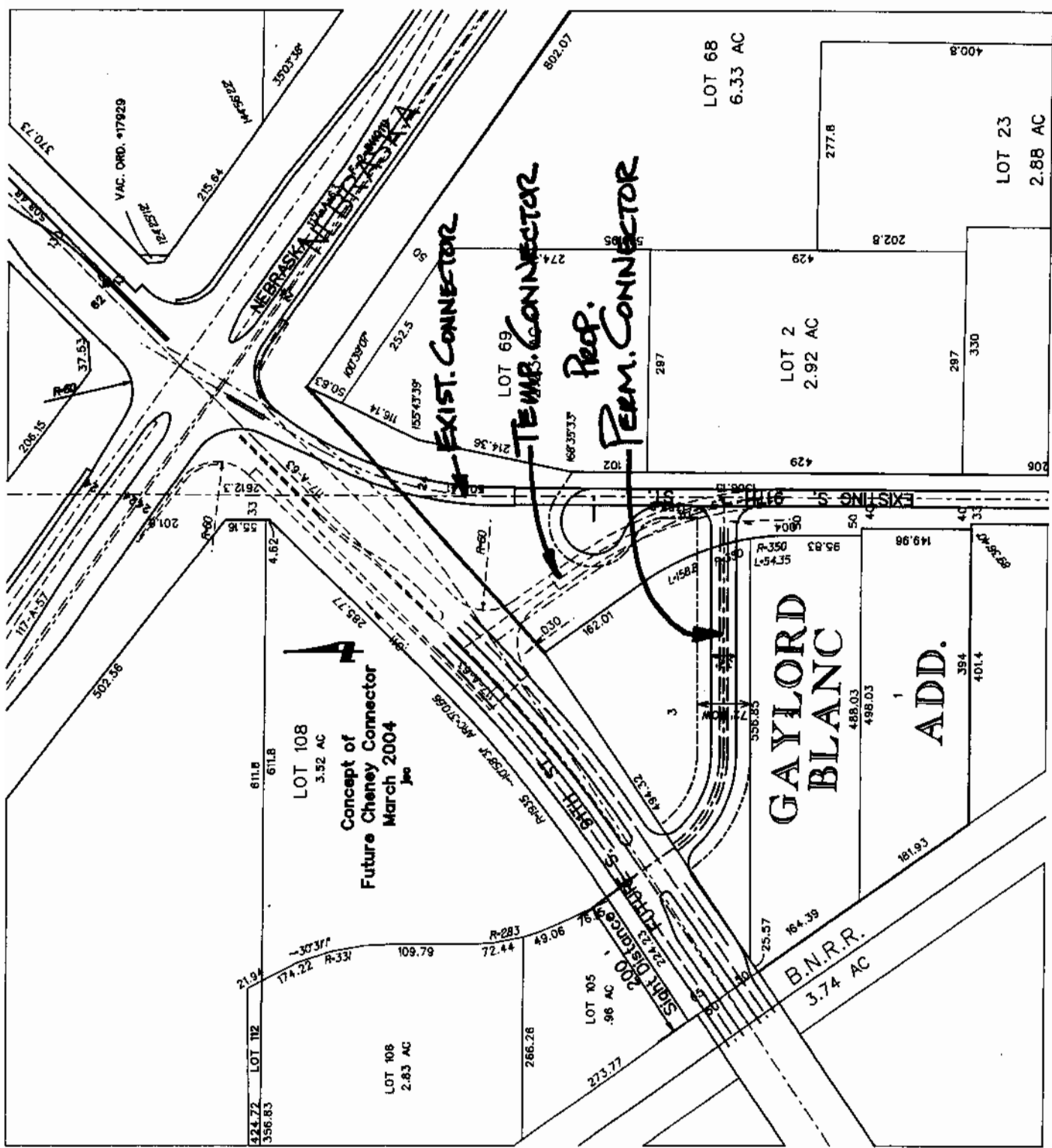
YANKEE HILL ROAD  
(ROAD TO CLOSE WHEN  
NEW 91ST / YANKEE HILL ROAD  
IS EXTENDED)

COMPREHENSIVE PLAN AMENDMENT #04018

**Summary**  
**Concept of**  
**S. 91<sup>st</sup> Street and Cheney Connector**  
**March 31, 2004**  
**jsc**

- ▶ Spacing for Sight Distance from north right-of-way line UP Railroad - 200' to center line of the proposed roadway.
- ▶ Roadway design / concept - 37' wide back to back, striped three lanes.
- ▶ Right-Of-Way needed - 72' wide, approximately 30,500 sq. ft. (.7 Acres)
- ▶ Look at exchanging proposed ROW for any left-over City ROW north of parcel Lot 3, Gaylord Blanc Addition.
- ▶ S. 91<sup>st</sup> Street is scheduled for 2004 construction. Construct "Temporary Connector" to Cheney out of asphalt as shown on plan.
- ▶ ??? Wait for development to occur before pursuing Permanent Connector Roadway ???
- ▶ Pursue ROW purchase for Permanent Connector.
- ▶ Remove Temporary Connector after Permanent Connector is constructed.
- ▶ Construct S. 91<sup>st</sup> Street from Temporary Connector, south to RR tracks 4 + Turn Lanes ? Or phase in roadway starting with 2 + 1 ?





VAC. DRD. #17929

LOT 108  
3.52 AC  
Concept of  
Future Cheney Connector  
March 2004

EXIST. CONNECTOR

TEMP. CONNECTOR

Perm. CONNECTOR

GAYLORD  
BLANC

ADD.

B.N.R.R.  
3.74 AC

LOT 68  
6.33 AC

LOT 2  
2.92 AC

LOT 23  
2.88 AC

LOT 69

LOT 105  
.96 AC

LOT 106  
2.83 AC